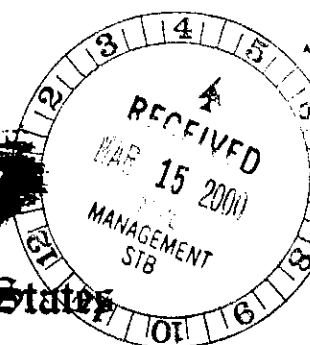


**DON YOUNG**  
CONGRESSMAN FOR ALL ALASKA  
WASHINGTON OFFICE  
2111 RAYBURN BUILDING  
TELEPHONE 202/225-5765  
WWW.HOUSE.GOV/DONYOUNG/

**COMMITTEES:**

**CHAIRMAN**  
**COMMITTEE ON**  
**RESOURCES**

**COMMITTEE ON**  
**TRANSPORTATION AND**  
**INFRASTRUCTURE**



**Congress of the United States**  
**House of Representatives**

Washington, D.C. 20515

March 14, 2000

**DISTRICT OFFICES:**  
222 WEST 7TH AVENUE, #3  
ANCHORAGE, ALASKA 99513-7595  
TELEPHONE 907/271-6978  
Box 10, 101 12TH AVENUE  
FAIRBANKS, ALASKA 99701-6275  
TELEPHONE 907/456-0210  
401 FEDERAL BUILDING  
P.O. Box 21247  
JUNEAU, ALASKA 99802-1847  
TELEPHONE 907/586-7400  
109 MAIN STREET  
KETCHIKAN, ALASKA 99901-6489  
TELEPHONE 907/225-6880  
130 TRADING BAY ROAD  
SUITE 350  
NOME, ALASKA 99661-7716  
907/283-6808  
MAT-SU  
851 EAST WESTPOINT DRIVE  
#307, WASILLA, ALASKA 99654  
TELEPHONE 907/376-7665

The Honorable Linda Morgan  
Chairman  
Surface Transportation Board  
1925 K Street, N.W.  
Washington, DC 20423

Dear Chairman Morgan:

I am writing to you to comment on the future of the rail industry. As the Surface Transportation Board (STB) reviews the current state of the rail industry, I am confident that future decisions effecting rail mergers will continue to use criteria that judges the merits of a merger and its effects on commerce.

Railroads have always played a critical role in our transportation system, but the system has changed. As we move into the 21<sup>st</sup> Century the rail industry faces the same challenges as other modes of transportation. Service to customers and meeting the demands of consumers has always been a determining factor in the success of a railroad and the future will be no different. Rails competition with and accommodation of other modes of transportation will determine to a large extent the viability of rail. Equally important is the relationship between rail management and labor. Does a proposed merger address the concerns and needs of the workers effected? Does labor support a proposed merger?

You and I both know that recent rail mergers have been anything but smooth. I am very familiar with the concerns and anger expressed by rail customers as a result of past mergers. However, not every rail company operates like a carbon copy of another. I encourage the STB to continue to scrutinize mergers by examining past service and potential service disruptions and plans to address them. Ask about problems of past mergers and whether or not they have been resolved. These and other questions need to be addressed. However, do not prematurely judge and stop a merger purely because other companies had problems with their mergers. Most importantly, to allow one's competitors to dictate when and if a merger is allowed is the height of anti-competition.

I appreciate your consideration of my comments and look forward to your response.

Sincerely,

DON YOUNG  
Congressman for all Alaska